

Shipping

CAPTAIN MORRISBY IN MARAMA WILL SOON TAKE COMMAND OF NIAGARA

Captain Harry Morrisby, master of the Canadian-Australian liner Marama, which arrived from Sydney, via Auckland and Suva, at noon today, will soon pass over the command of this vessel to Captain J. D. S. Phillips, as Captain Morrisby is slated for the highest office in the fine new and palatial liner Niagara.

Captain Phillips, in the Zealandia, which is also due here by Thursday morning from British Columbia ports, is rated as a Sydney harbor pilot as well as navigator.

It would seem that Captain Phillips was born to be a sailor, for he was born on the old John Duthie in Sydney harbor. His father was skipper of the Aberdeen White Star liner John Duthie, and Captain Phillips gained his name from this fact. His full name is John Duthie Sydney Phillips. It is obvious why he was called Sydney. Captain Phillips went to sea on the training ship Port Jackson, which, by the way, is another name for Sydney Harbor. This speedy vessel has turned out a lot of fine sailors in her time, and she is still running. Her times are excellent as a rule. She usually runs between England and Australia in the wool season.

The Marama came alongside the Alakea wharf with a small amount of refrigerated cargo and a quantity of Australian vegetables.

At the time the Marama called at Suva, the American schooner Endeavor, or previously reported as going ashore near Suva, had been sold as she lies on the reef for \$1750. The Endeavor was owned by George E. Billings of San Francisco. With a cargo of lumber for Suva, the familiar windjammer sailed from Vancouver the latter part of July. She is a vessel of 485 tons net, built at Port Blakeley in 1897.

The Marama is not crowded with passengers on the voyage from the Colonies to Victoria and Vancouver. The vessel can accommodate all applicants for transportation from this port to the northwest coast of British Columbia.

The Marama is slated for dispatch to the Coast this evening.

The Marama sailed from Sydney on September 23rd, and according to Purser Dodd experienced fine weather practically throughout the entire trip. Count and Countess de Cienfuegos were members of the party of eminent musical and operatic artists who will remain over at Honolulu and will be heard by a local audience.

Countess Cienfuegos was heard at one or more enjoyable concerts given on board the liner, a special effort being made in the sale of programs, the funds going to the Shipwreck Relief society. Nearly two hundred letters were netted through this source.

A fancy dress ball was another feature of the voyage and was considered one of the best yet given on board the popular liner.

A pleasing program of deck sports served to while the tedium of the voyage from the Antipodes to the islands.

Hilo Now a Busy Port

Hilo is at present a busy port with several deep-sea sailers and steamers there taking on and discharging cargo. The Mauna Kea, returning from the Hawaii metropolis this morning, reported the arrival of the Matson Navigation liner Enterprise on Sunday, while the freighter Hyades of the same line was dispatched on that date for San Francisco, taking a large amount of sugar and other products from the islands.

The bark Nuuanu is an arrival there and will be loaded with hardwood ties, beginning today.

The American schooner Spokane is discharging a shipment of lumber from the Sound.

The Mauna Kea arrived with but a few passengers and cargo including an auto, a quantity of empties, 26 bales hides, crates chickens and 133 packages sundries. Light winds and moderate seas on the trip is the report of Purser Phillips.

Chinese Have Millions for Steamships

LOS ANGELES, Cal., Sept. 13.—The Chinese of Los Angeles received consular advices from Shanghai today to the effect that Dr. Sun Yat Sen, the revolutionary leader of China, had endorsed a project of the Southern California Chinese for the establishment of a \$16,000,000 steamship line between Los Angeles and Hongkong. According to the officers of the Chinese-American League of Justice, who originally launched the steamship project, Dr. Sun has taken steps to induce the new Chinese Republic to help finance the scheme, and in a series of articles which he recently published in several Chinese newspapers he has declared that "the immediate prosperity of the new republic rests largely upon the commercial relations of China with the Far West."

Alakea to Babbidge

A. W. Babbidge, dock superintendent at the American-Hawaiian wharves, is departing for the mainland this evening as a passenger in the Canadian-Australian liner Marama. Mr. Babbidge was the recipient of a pleasant surprise last evening, when he

with a beautiful watch charm bearing was presented, in appropriate words, the Hawaiian coat-of-arms as a design. The token came as a mark of the high esteem in which Mr. Babbidge is held by the employees at the wharf. The presentation was made by Harry Knell, Chief Clerk M. Turner, former claim agent of the American-Hawaiian, has been made wharf superintendent during the absence of Mr. Babbidge.

Many Windjammers Clear from British Columbia

VICTORIA, Sept. 16.—There is not the slightest doubt that 1912 will set a new record for the amount of lumber shipped from British Columbia ports to foreign countries in sailing ships. So far this year about 25 windjammers have cleared from Victoria and Vancouver, and approximately 40,000,000 feet of lumber has been taken out by them. Before the year closes many other sailers will load cargoes of British Columbia fir for South America, Australia and Great Britain, and there is every indication that the record for the entering and clearing of sail tonnage and the record for the amount of lumber shipped will both be broken. Owing to the superior quality of British Columbia fir it is in great demand in all parts of the world. Three sailers are now heading this way for cargoes, including the Maria Teresa, the Schiffbek and the Lady Elizabeth. News is received that the latter, a Norwegian sailing vessel, left Los Vilos, S. A., on August 12 for Vancouver to load at the Hastings mills. She will not be due to the Royal Roads until about the middle of October. Word has been received also that the German bark Schiffbek, which is also to load at Vancouver, sailed from Santa Rosa for the Royal Roads prior to August 6. She is expected here in the very near future. The Schiffbek brought a cargo of coke and general merchandise to Santa Rosa from Hamburg.

Mauna Loa Brought Hawaii Produce

Produce from the island of Hawaii in goodly quantities was received with the arrival of the Inter-Island steamer Mauna Loa from Kona and Kau ports this morning. The vessel met with light winds and fair seas on the homeward trip. The freight list included horses, cows, calves, pigs, 25 head cattle, 27 crates chickens, 18 bunches bananas, 986 sacks coffee, 1276 cases of pineapples, 7000 sacks sugar and 260 packages sundries.

The Mauna Loa is scheduled to depart for windward Hawaii ports at noon on Friday.

Zealandia to Arrive Thursday

A wireless message received at the agency of T. H. Davies & Co., representing the Canadian-Australian liner Zealandia, states that the vessel, now en route from Vancouver and Victoria, will not reach Honolulu before Thursday morning. It is the present intention to dispatch the Zealandia for Sydney by way of Suva and Auckland about 2 o'clock Thursday afternoon. A number of passengers have been booked for the Colonies. The wireless gave the liner's position as 762 miles from Honolulu at 8 o'clock last evening.

Inter-Island Movements

The Inter-Island steamer Kauai was reported as taking on cargo at Hakaia, the Maui at Papaia and the Kaula at Hilo at the time the steamer Mauna Kea sailed from Hilo for Honolulu.

Officers in the Mauna Loa, an arrival at Honolulu this morning, report the Helene taking on freight and discharging cargo at Kukulhaele. The steamer Maui was passed at Laupahoehoe.

Greater Speed, More Silk

Will the new C. P. R. Oriental liners, Empress of Russia and Empress of Asia, which start in the trans-Pacific service next spring, control the bulk of the rich shipments of silk from the Orient to this coast? asks the Vancouver News-Advertiser. This is a question which is interesting local shipping men, and the general opinion is that the new vessels, which are to have a guaranteed speed of twenty-one knots an hour, will undoubtedly handle nearly all the silk brought to America from the Far East when they commence operations.

While the rate for handling the silk has some bearing on securing the big shipments of raw silk, which are sent overland to New York, the principal feature is the speed with which the material can be landed in the market. The quicker it is handled the better the price received, and as the new steamers of the C. P. R. are to make the passage of the Pacific a couple of days faster than any vessels now operating between the Orient and the west coast, it is believed that the traffic, which has been turning to Puget Sound ports via the Blue Funnel steamers will be brought back to British Columbia ports by the new Empress liners.

The Empress of Russia, which was launched by the Fairfield Shipbuild-

TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Oct. 7	1:37	1:18	1:38	8:25	7:05	5:30
8	2:17	1:17	2:21	8:50	8:04	5:55
9	2:54	1:5	2:57	9:15	8:55	5:31
10	3:42	1:7	3:46	9:40	10:00	5:56
11	4:38	1:8	4:42	10:05	10:24	5:58
12	5:04	1:9	5:08	10:30	10:54	5:56
13	5:45	1:9	5:49	11:00	11:24	5:57

New moon Oct. 10th at 3:10 a. m.

WEATHER TODAY

Honolulu, Oct. 8, 1912.
Temperature—6 a. m. 74; 8 a. m. 80, 10 a. m. 81, 12 noon 79; minimum last night 73.
Wind—6 a. m. 4 miles, NE.; 8 a. m. 6 miles, SE.; 10 a. m. 9 miles, NE.; 12 noon, 8 miles, E.; movement past 24 hours, 127 miles.
Barometer at 8 a. m. 30.01, dew-point at 8 a. m. 67; relative humidity, 8 a. m. 64; absolute humidity, 8 a. m. 6.998. Total rainfall during past 24 hours, .07.

VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

EUREKA Arrived, Oct. 7, S. S. Strathallan, hence Sept. 26.
YOKOHAMA Arrived, Oct. 8, S. S. Nippon Maru, hence Sept. 27.
SAN FRANCISCO—Sailed, Oct. 8, 2:30 p. m., S. S. Sierra, for Honolulu.
HILO—Arrived, Oct. 6, S. S. Enterprise, from San Francisco.
Arrived, Oct. 5, bark Nuuanu, hence Sept. 16.
Arrived, Oct. 4, schr. Spokane, from Port Ludlow.
Sailed, Oct. 6, S. S. Hyades, for San Francisco.

Aerograms.
S. S. HONOLULU—Arrives from San Francisco Wednesday morning with 59 passengers, 280 bags mail, 24 bags mail for Australia, 3000 tons freight, 2 autos.
S. S. ZEALANDIA—Arrives from Victoria Thursday morning.

ing and Engineering company on the Clyde last Wednesday, is a palatial three-funnel liner with a cruiser stern, of 14,500 tons register. She is to have a speed of 21 knots on her trial trip and is guaranteed to maintain an average speed at sea of nineteen knots an hour. The sister liner of the Empress of Russia, the Empress of Asia, is now under construction and will be launched about the end of the month. With these steamers speeding at nineteen knots an hour between Yokohama and Vancouver it is possible to make the voyage in a little over nine days.

The fastest time recorded across the Pacific was that made by the R. M. S. Empress of Japan on a trip 12 years ago, when she made the passage in ten days and ten hours between Yokohama and Victoria. When the Pacific Mail liner Korea entered the service an effort was made to break the record, but the Korea occupied 10 days, 11 hours and 20 minutes on the run.

The nearest approach in size and speed to the new Empresses of the C. P. R. are the Teiyu Maru and Chiyu Maru, of the Toyo Kisen Kaisha, which are of 12,500 tons register.

Fitzgerald Repairs Are Costly

SAN FRANCISCO, Sept. 26.—Arrangements are being made to restore the British steamer Fitzgerald to the condition she was in before the disaster in the two forward holds took fire a week ago and caused damage to the vessel which can only be estimated after the water has been pumped out and the cargo discharged. Considering the slight damage done by the actual fire, it is said that the damage wrought by the water pumped into the ship will make the job of repairs one of the most costly at this port for years.

If the water had been kept out of the boiler and engine rooms, a few thousand dollars would have made the ship as good as new. For several days, however, the boilers and engines were submerged under the flood of salt water, and every section of the submerged metal will have to be taken apart and restored, either by thorough cleaning and polishing or by new parts. This, in addition to the damage to the cargo, will make the loss amount to a large sum.

Sailers Race to Australia

VANCOUVER, B. C., Sept. 24.—Arrangements for a race from Cape Plattery to Australia between a fore-and-aft and a barkentine, each loaded with lumber from British Columbia mills, were completed early this week and the vessels got away yesterday on their long voyage.

The vessels are the schooner Polaris, which was towed out to sea yesterday morning, and the barkentine James Johnson, which was towed out a few hours afterward.

Before leaving Victoria, from which port they cleared, the masters of both vessels, who are both named Hansen, but who are not related, met and arranged for the contest. The loser in the race will have to provide the price of one of the best dinners that can be obtained in either Brisbane or Sydney, and also hand over considerable cash. Shipping men both here and on the Sound will watch the result of the race with considerable interest, as the outcome will show whether a schooner or a barkentine rig is the best for speed. Both ships will be driven their hardest through the passage, and each master will hang on his heavy weather until his sticks are in dan-

ger of going overboard. There will be no shortening of sails unless it is necessary for the safety of the vessels.

Both sailing ships are good for considerable speed and have made a number of smart passages. One of the seamen on the Polaris, who has sailed on the Johnson, favors the former boat as being the fastest, but this will be offset by her heavy deckload which is similar to that piled up on the coasting schooners, which are able to run into port in heavy weather.

The deckload of the Polaris is 12 feet high. It contains 400,000 feet, while 500,000 feet are stowed below. In case of heavy weather the schooner is liable to lose her entire deckload.

The Flat Map Spreadeth Description.
That considerable misconception of distances arises from the habit of looking at flat maps instead of globes, and that a study of the latter proves that British Columbia stands to gain more by the Panama canal than any other part of the British empire, is the statement by the London Morning Post, which devotes considerable space in an optimistic description of the wonderful development which will take place in this province with the opening of the canal.

The distance from Boston and New York to British Columbia will be shortened by 8415 miles. The distance from Liverpool to Vancouver will be shortened by 6100 miles. At the present time New York is not much nearer the seaboard of British Columbia than is Liverpool, for the reason that vessels sailing from British Columbia, after rounding the Horn, have to run out to the middle of the South Atlantic to pass Pernambuco, on the east coast of South America.

But Colon, at the Atlantic end of the canal, is 4,720 miles from Liverpool and 1,961 miles from New York, which gives the United States a commercial advantage over England, so far as British Columbia is concerned, of 2,759 miles. British Columbia itself, says the Post, stands to benefit enormously by this performance of the western coast of the American continent. The rapidly increasing products of the western half of the Dominion will find their way through the British Columbia ports, then through the canal to the eastern United States, the British Isles and Europe.

Manila Still After That Direct Line.
When Hon. Manuel L. Quezon, resident commissioner from the Philippines, passed through Honolulu a few days ago, en route from Washington to Manila, he had but little to add to the story to the effect that efforts toward a direct steamship service between San Francisco and the Philippines were in a fair way of becoming realized.

In a communication to the Manila Merchants' Association, the commissioner writes as follows:

I am as yet unable to inform you as to the possibility of securing such direct mail service as is recommended by the Manila Merchants' Association, but I can assure you that I will do the best I can to secure such legislation as is recommended by the association. I am aware of the great need of a direct mail from the United States to the Philippines, and I hope that the combined efforts of all those who are interested in the prosperity of the islands, regardless of their political affiliations in the United States or in the Philippines, will succeed in getting through Congress a bill providing first-class biweekly service between some Pacific Coast port and Manila and make the trip between ports in not to exceed fifteen days. Very respectfully,

(Sgd.) MANUEL L. QUEZON,

Resident Commissioner from the Philippines.

Shipbuilding Activity on East Coast

The Maryland Steel Company is building ten merchant vessels of an average gross tonnage each of 5000 tons. Eight of the steamers are for the American-Hawaiian Steamship Co. The vessels are to have a gross tonnage of 6600 tons and are to be of the most improved type.

The Newport News Shipbuilding & Drydock Co. has contracts for ten merchant vessels and five barges. The vessels are principally for Pacific Coast shipping firms. The New York Shipbuilding Co., of Camden, N. J., reports that it is constructing thirteen merchant vessels of a gross tonnage varying from 700 tons to 7000 tons. Nearly all of them are for Pacific Coast firms and half of them will be used in the coastwise trade via the Panama Canal.

BAD FREIGHT CONGESTION AT SAN FRANCISCO

San Francisco Examiner, Sept. 22: Unless Superintendent Stevens of the State Belt Railroad reconsiders his recent decision not to operate the road on Sundays, the Oceanic liner Ventura will sail for Honolulu and the antipodes on Tuesday without her full cargo. It was reported yesterday that there are over 100 cars sidetracked in Oakland at the present time that are laden with freight consigned to Australia via the Ventura.

According to the officials of the State railroad the rapid increase in all sorts of traffic during the past year has resulted in a complete congestion of the yards of the State along the waterfront and at present there is no immediate remedy in sight. Ralls have been ordered from the East and the now on the way, but before their arrival end installation the congestion is expected to be relieved because of the approaching end of the fruit and vegetable season.

Unable to handle and find yard space for all of the cars filled with freight that are taken over to this side of the bay on the ferry barges, it has been decided that the first care will be given to the cars containing perishable goods. At this time this class of stuff constitutes a big percentage of the goods handled by the Belt line.

The National League of Postmasters re-elected Charles O. Barry of Walker, Iowa, president of the organization.

TRANS-PACIFIC LINE OF SHIPS

"The latest phase of the trans-Pacific freight business contest, particularly that from India via Hongkong, which has been agitating the shipping world for a year or more, is to be a new line from Calcutta to Puget Sound via Hongkong by the British-India Navigation Co., which has long dominated East India coastal traffic and which recently established a new service between Burma and Japan. Plans include immediate construction for this service of four new vessels of about 10,000 tons each, so states Consul G. E. Anderson of Hongkong.

The Nippon Yusen Kaisha, a subsidized Japanese line maintaining a service from Hongkong to Puget Sound ports via Japan as well as other services all over the world, established a new line under subsidy between Japan and Calcutta, asking that the new line be admitted to the "Calcutta Conference" lines. This new line was established in opposition to existing lines from Calcutta to Hongkong and Japan and was designed particularly to secure the gunny sack exports from India. Admission to the Conference was refused and after about a year's agitation the Japanese line was dropped from the Conference.

It is understood that the new trans-Pacific line of this British company is being established in direct opposition to the Japanese service and the contest for this trans-Pacific trade is assuming acute form. The British line recently absorbed the Apar line in the Calcutta-Japan trade, in addition to establishing a service of its own ships from Rangoon to Japan, transshipping considerable cargo for the United States at Hongkong. On July 1 the company financed its new development by issuing in London £1,000,000 (\$4,866,500) 4 1/2 per cent debentures at par. The Japanese line, naturally, is supported by Government subsidies and other aid. It announces its determination to fight the contest to a finish and indicates its intention to place two more steamers, purchased recently in Japan, on the Calcutta service, in addition to the five vessels now employed, thus making three sailings a month, and plans to substitute larger ships. On the other hand the financial strength of the British concern indicates that a far-reaching contest is likely to be maintained indefinitely.

May Shut Out Non-British Ships

One phase of the relations of Japanese and other steamship lines in the Far East likely to have early important developments is the proposal used by British lines which seems to be receiving considerable sympathy from Government circles, to pass a British act prohibiting the vessels of a nation which shut British vessels out of their domestic or coasting trade, from carrying goods or passengers between British colonial or other British ports. As will be recalled, the reorganization of Japanese shipping legislation about 18 months ago shut all non-Japanese ships out of the trade between Japanese ports. This rule bore more heavily upon British and German ships than upon others, though American ships were affected to some extent, in spite of the fact that Japanese ships are allowed to trade between American and Philippine ports. If the same rule is enforced against Japanese ships in British colonial and other British ports the traffic of the European, Australian and Indian lines of Japanese companies will be affected so seriously as to revolutionize the entire situation. This step by British interests has been seriously contemplated for several months and it is understood that preliminary action already is being taken in Indian looking to some such development.

Harbor Notes

Barely a score of through passengers arrived at Honolulu in the Pacific Mail liner Siberia.

The Pacific Mail liner Siberia, sailing for San Francisco at 10 o'clock this morning, carried a large mail. The Matson Navigation liner Honolulu, to arrive from San Francisco tomorrow morning, is bringing the next mail from the mainland.

The United States lighthouse tender Kukui is at Pearl Harbor, where buoys are being aligned and other work in connection with the Federal government is being done.

A quarantine against second and third-class passengers from Oriental ports is to go into effect with the arrival of the Pacific Mail liner China, to reach this port next Monday.

With the United States army transport Sherman at the Ewa side and the Pacific Mailer Siberia moored at the Walkiki side of the Alakea wharf for a few hours yesterday afternoon, that structure proved to be a lively place.

The British freighter Strathallan, which has discharged a large shipment of Australian coal at the port of Honolulu a short time ago, is reported to have arrived at Noyo, Cal., where she will take on lumber destined for the Colonies.

Say Whales Are Becoming Scarce

Advises from Seattle state that whales are becoming so scarce in the North Pacific that the plant of the American-Pacific Whaling Company, at Bay City, Wash., will be compelled to close in a few weeks. Last year the whaling steamer Moran and Patterson took 187 whales, and this year, although the fleet has been increased by two more steamers, the company has secured only 212 mammals, which is below the average.

It is said the whales have become wilder since the whaling steamers have again commenced to operate off the coast.

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PASSENGERS ARRIVED

Per str. Mauna Loa from Kona and Kau ports: Father Hubert T. Baerling, Mrs. Hanohano, Father Gerard, Geo. Wells, Jr., Mrs. Wells, R. A. MoWayne, Father Charles, F. C. Lyster, W. F. Frost, Dr. H. R. Ross, R. Smith, R. O. Henderson, W. Reinhardt, R. O. Henderson, A. H. Carlson, Miss E. Young, Miss R. Young, Miss L. C. Mahale, M. Suyenaga, G. T. Mahale, L. Caris, Mrs. H. Nelson, Miss Wilson, Mrs. H. Wilson, A. L. Greenwell, A. Well, Father Patrick, C. Hedemann, H. C. Austin, H. L. Holstein, Mrs. J. M. Souza, Miss E. Souza, Mrs. H. J. Meyers, R. E. Bond, Wm. Silvio, H. Howell, Billy Morton.

Per str. Mauna Kea, from Hilo direct.—N. de Silva, wife and two children; Rev. E. G. Silva, wife, three children and maid; J. A. Palmer, G. H. Cann, J. W. Marshall, F. Lamb, H. Rabinowitz and daughter, H. Kelo, J. Kelo, W. H. Heen, Father Otto, Father Gabriel, Father Ideswald, Mrs. E. Devauchelle, Prof. T. A. Jaggar, R. L. Morris, Mrs. M. Silva and two children, Mrs. Jas. Apae, C. M. L. Watson, Mrs. G. Schmidt, R. Smith, Misses Howard (2), E. J. Lord, M. P. Matos, Sam Tilton, J. H. Maby, R. Phillips, Tahara, W. K. Ahu, M. Miamoto, Taname.

There is room for all applicants for transportation to the north Pacific coast in the Canadian-Australian liner Marama, which is scheduled to sail for Victoria and Vancouver this evening.

Purser Sheldon of the steamer Mauna Loa reports the following sugar awaiting shipment at Kona and Kau ports: M. A. Co., 2900 sacks; A. H. Co., 3902; P. H. P., 7000.

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